

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4222.

號十月正年七十七百八千一英

HONGKONG, WEDNESDAY, JANUARY 10, 1877.

日六廿月一十年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALCOCK, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & CO., 2, Old Jewry, H. C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, NEW YORK.—ANDREW WOOD, 183, Nassau Street, AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAR & BLACK, San Francisco. CHINA.—SWATOW, QUELCH & CAMPBELL, AMoy, WILSON, NIROHOLS & CO., Foochow, EDEGER & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WILSON, Manila, C. HEINSEK & CO., Macao, L. A. DA GRADA.

AUCTIONS.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & CO. will sell by Public Auction, in their Sale Room, Praya, on

FRIDAY,

the 13th January, 1877, at Noon.—Electroplated Ware, Table Spoons and Forks, Butter Dishes, Cardine Boxes, Cash Boxes, Padlocks, Black Writing Ink, Marino & Lambawool Socks, Carving Knives, Tooth Brushes, Shoe Brushes, Etc.

Also,

30 tins Terpentine, 20 tins Varnish, 20 tins Dark and Light Oak Colour Paint.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, January 9, 1877. ja12

PUBLIC AUCTION.

LAND, PROPERTY AND TIMBER, &c.

LANE, CRAWFORD & CO. have received instructions to sell by Public Auction, (unless previously disposed of by Private Sale) on the Premises at Wanchai, on

MONDAY,

the 22nd January, 1877, at Noon.—The following PIECES or PARCELS of

GROUNDS, with the BUILDINGS erected thereon, belonging to

Messrs S. E. BURROWS & SONS.

FIRST.

That PIECE or PARCEL of GROUND, Registered in the Land Office as MARINE Lot No. 107, adjoining the Police Station No. 2, at Wanchai, with the TWO First Class GRANITE GODDOWNS erected thereon, viz.—

GODOWN No. 43, fronting on the Praya 52½ feet, by an average of 73 feet Deep. Capacity about 1,300 Tons. Crown Rent, \$51 per Annum.

GODOWN No. 44, adjoining above Two Stories, also fronting on the Praya 52½ feet, by an average of 97 feet Deep. Capacity about 3,000 Tons. Crown Rent, \$69 per Annum.

Each Godown, with the Land on which it is erected, will be put up separately.

SECOND.

That PIECE or PARCEL of GROUND, Registered in the Land Office as MARINE Lot No. 121, at Wanchai, and formerly known as THE HONGKONG AND WHARF DOCK COMPANY'S YARD, fronting on the Praya 100 feet, by an average of 144 feet deep, containing 14,400 square feet. Crown Rent, \$180 per Annum.

THIRD.

About 80,000 Superficial feet of ORE, GON PINE LUMBER, 2, 3 and 4 inches, in Lots to suit Purchasers.

Also,

Sundry Lots of TEAK and SINGAPORE TIMBER, SHIP'S KNEES, WINCHES, BLOCKS, OLD IRON, SOLES, &c., &c., &c.

TERMS OF SALE:

The LAND and GODDOWNS.—One-half of the Purchase Money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser. The Property to be at Purchaser's risk on the fall of the hammer.

The TIMBER and MOVEABLE LOTS.—Cash before delivery in Mexican Dollars, weighed at 7.17. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to LANE, CRAWFORD & CO., Auctioneers, Hongkong, January 9, 1877. ja12

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars. RESERVE FUND, ... 200,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLIOS, Esq. Deputy Chairman.—AD. ANDRE, Esq. E. CORDES, Esq. S. W. POMEROY, Esq. H. HOPPIUS, Esq. F. D. SASSOON, Esq. J. MOLVER, Esq.

ACCT. CHIEF MANAGER. Hongkong, ... THOMAS JACKSON, Esq. Manager.

Shanghai, ... EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

ON Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

" 18 " 6 per cent. "

" 24 " 7 per cent. "

" 30 " 8 per cent. "

" 36 " 9 per cent. "

" 42 " 10 per cent. "

" 48 " 11 per cent. "

" 54 " 12 per cent. "

" 60 " 13 per cent. "

" 66 " 14 per cent. "

" 72 " 15 per cent. "

" 78 " 16 per cent. "

" 84 " 17 per cent. "

" 90 " 18 per cent. "

" 96 " 19 per cent. "

" 102 " 20 per cent. "

" 108 " 21 per cent. "

" 114 " 22 per cent. "

" 120 " 23 per cent. "

" 126 " 24 per cent. "

" 132 " 25 per cent. "

" 138 " 26 per cent. "

" 144 " 27 per cent. "

" 150 " 28 per cent. "

" 156 " 29 per cent. "

" 162 " 30 per cent. "

" 168 " 31 per cent. "

" 174 " 32 per cent. "

" 180 " 33 per cent. "

" 186 " 34 per cent. "

" 192 " 35 per cent. "

" 198 " 36 per cent. "

" 204 " 37 per cent. "

" 210 " 38 per cent. "

" 216 " 39 per cent. "

" 222 " 40 per cent. "

" 228 " 41 per cent. "

" 234 " 42 per cent. "

" 240 " 43 per cent. "

" 246 " 44 per cent. "

" 252 " 45 per cent. "

" 258 " 46 per cent. "

" 264 " 47 per cent. "

" 270 " 48 per cent. "

" 276 " 49 per cent. "

" 282 " 50 per cent. "

" 288 " 51 per cent. "

" 294 " 52 per cent. "

" 300 " 53 per cent. "

" 306 " 54 per cent. "

" 312 " 55 per cent. "

" 318 " 56 per cent. "

" 324 " 57 per cent. "

" 330 " 58 per cent. "

" 336 " 59 per cent. "

" 342 " 60 per cent. "

" 348 " 61 per cent. "

" 354 " 62 per cent. "

" 360 " 63 per cent. "

" 366 " 64 per cent. "

" 372 " 65 per cent. "

" 378 " 66 per cent. "

" 384 " 67 per cent. "

" 390 " 68 per cent. "

" 396 " 69 per cent. "

" 402 " 70 per cent. "

" 408 " 71 per cent. "

" 414 " 72 per cent. "

" 420 " 73 per cent. "

" 426 " 74 per cent. "

" 432 " 75 per cent. "

" 438 " 76 per cent. "

" 444 " 77 per cent. "

" 450 " 78 per cent. "

" 456 " 79 per cent. "

" 462 " 80 per cent. "

" 468 " 81 per cent. "

" 474 " 82 per cent. "

" 480 " 83 per cent. "

" 486 " 84 per cent. "

" 492 " 85 per cent. "

" 498 " 86 per cent. "

" 504 " 87 per cent. "

" 510 " 88 per cent. "

" 516 " 89 per cent. "

" 522 " 90 per cent. "

" 528 " 91 per cent. "

" 534 " 92 per cent. "

" 540 " 93 per cent. "

" 546 " 94 per cent. "

" 552 " 95 per cent. "

" 558 " 96 per cent. "

" 564 " 97 per cent. "

" 570 " 98 per cent. "

" 576 " 99 per cent. "

" 582 " 100 per cent. "

" 588 " 101 per cent. "

" 594 " 102 per cent. "

<p

For Sale.

SAYLE & Co.

EG to Solist inspection of their WIN-
TER STOCK.
Rich Black Glace and Grosgrain SILKS,
from the Best French Makers.
Coloured Grosgrain and Fancy SILKS,
Black, White and Coloured SATINS.
Japanese SILKS, Better and Cheaper
than ever.

Fancy DRESS MATERIALS, in all
the New TEXTURES, All WOOL
SERGES, Scotch WOOL PLAIDS, French
MERINOS.

Ladies' Ready-made COSTUMES, Ball
DRESSES, Opera CLOAKS.

Black and Coloured SILK VELVETS,
Black and Coloured VELVETEENS.

The Newest SHAPES in Silk, Velvet,
and Cloth JACKETS.

Boys' Serge and Cloth SUITS, all Sizes,
Wool SHAWLS and Mountain WRAPS.

Ladies' Trimmed HATS and BONNETS,
Newest Styles, direct from Paris.

Untrimmed Felt and Straw HATS.

RIBBONS, LACES, FEATHERS,
FLOWERS.

Ladies' Linen and Lao COLLARS and
CUFFS.

Swaddled and Fur TRIMMINGS,
Swaddled MUFFS, COLLARS and
PELLETTINES.

Infants' ROBES, CLOAKS and PE-
LLETTINES.

Infants' HOODS, HATS and BONNETS.
Ladies' and Children's UNDER-CLOTH-

ING.

Fancy Flannel Dressing GOWNS and
Morning WRAPPERS.

KID GLOVES.

Ladies' and Children's BOOTS and
SHOES.

MILLINERY and DRESSESMAKING.

Sols Agents for The "LITTLE WANDER-

SWING MACHINE."

SAYLE & Co.,

VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

NOW READY.

THE FOLK-LORE OF CHINA,
AND ITS AFFINITIES WITH THAT OF THE
ABYAN AND SEMITIC RACES.

By N. B. DENNYS, PH.D.

"Instructive and amusing enough to
recommend a ready sale." —*Daily Press.*

For Sale by

MESRS. LANE, CRAWFORD & Co.;
LAMMERT, ATKINSON & Co.; FALCONER
& Co.; MOLESON, FRASER & Co.; GAUFF
& Co., and KRUSE & Co.,

Or can be had of the Author, at the CITY
HALL, Hongkong.

London, ... TRUENER & Co.

Shanghai, ... MESSRS. KELLY & WALSH,

Price: Half Bound Roan, ... \$2.00
Paper Covers, ... \$1.00
Hongkong, December 13, 1876.

FOR LONDON, VIA SUEZ CANAL,
Calling at SINGAPORE and PENANG.

The Steamship
"ALTONA,"
Captain Möller, will be de-
spatched as above on or about
the 15th instant.

For Freight, apply to
JARDINE, MATHESON & Co.
Hongkong, January 4, 1877.

To-day's Advertisements.

FOR COOKTOWN, BRISBANE,
SYDNEY AND MELBOURNE.

The Eastern and Australian
Mail Steam Co.'s Steamer
"SOMERSET"

will be despatched as above,
from SINGAPORE, on or about the 4th
February next.

For Freight or Passage, apply to the
Undersigned, who are prepared to grant
through Bills of Lading.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, January 10, 1877.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S. S. *Penguin*, having arrived from
the above Ports, Consignees of General
Cargo are hereby informed that their
Goods are being landed by the Undersigned
into their G downs at Consignees risk.

Cargo remaining undelivered after the
16th instant will be subject to rent.

Opium is deliverable from Board.

No Fire Insurance has been effected.

JARDINE, MATHESON & Co.
Hongkong, January 10, 1877.

NOW Ready.

THE CHINA REVIEW.

VOL. V, No. 8.

Annual Subscription, postage included,

\$5.00.

CONTENTS.

Notes on the Chinese Language, (Continued
from page 63.)

Establishment of American Trade at
Canton.

Chinese Interactions with the Countries of
Central and Western Asia in the Fif-
teenth Century, Part I. (Continued
from page 182.)

The Boater's Song.

The Law of Inheritance.
Short Notices of New Books and Literary
Intelligence.

Notes and Queries —
Validity of Chinese Marriages;
Money Loan Associations;
Bean Cake as a Mautre;
Pudding English.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, January 10, 1877.

To-day's Advertisements.

TO LET.

HOUSE No. 7, Caine Road, lately occu-
pied by Mr. PARKER,
House No. 10, Albany Road, at present
occupied by the Rev. R. H. KIDD.
DAVID SASOON, SONS & Co.
Hongkong, January 10, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessel, during their stay
in Hongkong Harbour:—

VEST, German barque, Capt. R. Dirks.

—Melchers & Co.

BEETHOVEN, German barque, Captain
R. Haej — Melchers & Co.

BRIDGEWATER, British barque, Captain
E. W. Crisp — Arnhold, Karberg & Co.

FLYING CLOUD, British barque, Captain
H. Williams — Turner & Co.

IRENE, German schooner, Captain O.
Hansen — Carlowitz & Co.

HANTS COUNTY, British barque, Captain
G. W. Cochran — Meyer & Co.

SHIPPING.

ARRIVALS.

Jan. 9, *Taching Tsing*, Chinese gunboat,
from Canton.

Jan. 10, *Humboldt*, German barque, 830,
A. F. Stoll, Laguimanian Jan. 3, Timber.

EDWARD SCHELLHAAS & Co.

Jan. 10, *Christian*, German schooner,
280, D. Stehr, Keeling Jan. 7, Coal.

EDWARD SCHELLHAAS & Co.

Jan. 10, *Spirit of the Age*, British barque,
347, Rich. Johnson, Yokohama Dec. 28,
Balast — CAPTAIN.

Jan. 10, *Halcyon*, British steamer, 277,
J. C. Abbott, Foochow Jan. 7, Amoy 6,
and Swatow 9, General — DODGAS LA-
PAUL & Co.

DEPARTURES.

Jan. 10, *Leys*, for Manila.

10, Ocean, for Saigon.

10, *Kronprins Gustaf*, for London.

10, *Ustica*, for Haiphong.

CLEARED.

Mount Washington, for Iloilo.

Kate Waters, for Melbourne.

Deutschland, for Guam.

Goliath, for Bangkok.

Tokate, for San Francisco.

San Francisco, for Singapore.

Fonteney, for Iloilo.

PASSENGERS.

ARRIVED.

Per *Halcyon*, from Coast Ports, 3 Euro-
pean deck, and 112 Chinese deck.

DEPARTED.

Per *Leys*, for Manila, Capt. Walker, and
5 Chinese deck.

Per *Ocean*, for Saigon, 4 Europeans and
400 Chinese.

Per *Kronprins Gustaf*, for London, 1

European.

Per *Ustica*, for Haiphong, 20 Chinese.

TO DEPART.

Per *Goliath*, for Bangkok, 20 Chinese.

SHIPPING REPORT.

The German schooner *Christian* reports:

Fine weather throughout.

The British barque *Spirit of the Age* re-
ports: Strong adverse currents which pre-
vented us from getting through Vandiemont's
Strait. On the 6th inst. passed Loochoo,
since when have had fresh N.E. winds and
fine weather.

The British steamer *Halcyon* reports:

Foochow to Amoy strong monsoon and
clear, Amoy to Swatow fresh monsoon, and
thence to port moderate monsoon and fine
cloudy weather. In Amoy — Chinese str.

Cheung Hock Kian, S. S. *Foochow*, and
H. M. S. *Gravur*.

In Swatow — S. S. *Atlanta* and *Tierisian*, and Chinese g.-b.
Chen-to.

Shipping Intelligence.

HOME SHIPPING.

The following is taken from the latest
London Papers:—

DEPARTURES.

June 9, *Aurora*, from Richmond, U. S. to
Hongkong.

Sept. 1, *Bertha*, from Hamburg to Hong-
kong.

Sept. 2, *Frederick*, from Cardiff to Hong-
kong.

Sept. 8, *McNear*, from Cardiff to Hong-
kong.

Sept. 12, *Tyburnia*, from London to Hong-
kong.

Sept. 16, *Sarah Nicholson*, from London to
Hongkong.

Sept. 16, *Western Belle*, from Cardiff to
Hongkong.

Sept. 17, *Palestine*, from London to Hong-
kong.

Sept. 18, A. T. *Stalkehardt*, from Cardiff
to Hongkong.

Sept. 28, *Agnes Muir*, from London to
Shanghai.

Oct. 8, *Belle of Oregon*, from Cardiff to
Hongkong.

Oct. 5, *Wega*, from Hamburg to Chefoo.

Oct. 8, *Glamorganshire*, from London to
Hongkong.

Oct. 12, *Uma*, from London to Shanghai.

Oct. 14, *Harry Parkes*, from London to
Hongkong.

Nov. 12, *Lima*, from London to Hongkong.

Nov. 13, *Rurik*, from Cardiff to Hongkong.

Nov. 14, *Egeria* (str.), from London to
China and Japan.

Nov. 16, *Hydra*, from Cardiff to Hongkong.

Nov. 16, *Menelaus* (str.), from Liverpool to
Shanghai.

Nov. 17, *Cassandra* (str.), from Hamburg to
Shanghai.

Nov. 17, *Eliza Shaw*, from London to
Shanghai.

Nov. 21, *America*, from Cardiff to Hong-
kong.

Nov. 23, *Braemar Castle* (str.), from Lon-
don to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.

At London — Steamers via Suez Canal,
Galle of Loochee, Glengoy.

Sailing Vessel, Western Chief, Albert Victor,
Carricks.

At Liverpool, Achilles (str.)

ful one, but has in no slight degree strengthened the relations between Australia and the East, and its maintenance upon a strong footing would seem to be a matter of some common interest to the several colonies; but as Queensland is strong enough to maintain it unaided, it will, from all points of view, be more satisfactory that she shall do so, making such arrangements as may be fair to the southern colonies for its use by them.

NIAGARA CROSSED BY A FEM LE TIGHTROPE WALKER.

The daring Signorina Spelta, a young Italian lady, performed a short time ago her promisedfeat of walking across the Niagara Falls on a tight-rope, which was stretched immediately over the point where the rapids boil most furiously, and a couple of hundred feet beyond the suspension bridge. At this point, the same at which Blondin stretched the second rope, the gorge is more than one thousand eight hundred feet across, and the banks about two hundred feet above the seething water. It is one of the wildest and most troubled parts of the river. The rope was two and a quarter inches in diameter, of the best manilla and weighed nearly a ton. The lady was attired in green boots, fleshcolored tights, a tunic of scarlet, and a shining green bodice. Bands at each side of the river played during the walk. She reached the Canadian side in 11 minutes. At the expiration of 10 minutes the Signorina again appeared, balance-pole in hand, and began the return journey. Steadily she came back across the long line, stopping at the centre to rest upon one knee, then again stepping forward with measured and steady tread. When within a few rods of her final destination she stood immovable for a moment while being photographed. She then traversed the remaining distance safely. The wind toyed with the Signorina's flowing hair, but did not disturb her equipoise; and she enveloped her sedate march with a few fancy steps, which showed her thorough disregard of fear.

IMMURED.

When Dr. Buckland was Dean of Westminster, the lately deceased Dr. Rimbault applied to him for permission to make extracts from the registers of the Abbey, in order to ascertain the dates of admission and of the decease of the eminent men who had been on the establishment at Westminster. The difficulty which presented itself to the Dean's mind was, that it would be too great a tax upon his own time to wait while the extracts were made, and that he could not give up the keys of the monument-room to any person. Still he desired to oblige in all cases of literary research, and, therefore, offered to take Dr. Rimbault into the room, and to leave him there, to be let out at any appointed time. The proposal was particularly agreeable to Dr. Rimbault, as he could then work without interruption. Thinking that about three hours would suffice, and as he dined at an early hour, he appointed one o'clock. The Dean was not punctual, and the Doctor worked on. At three o'clock the latter left the want of his dinner, his extracts were finished, and he wished only to be gone. "What could have detained the Dean?" But no step was to be heard. The evening service soon began, and at length the last peal of the organ had faded away, and was quiet. It then became evident that Dr. Rimbault was forgotten and how long was this to last? Before daylight had quite passed away, he had surveyed his position, and found that he was in a trap from which it was impossible to extricate himself. He could neither scale the window nor make himself heard. He was quite at the mercy of the Dean's memory, for he had not told any one where he was going, because he expected to return home within a few hours. "Would his disappearance be advertised, and would the Dean see it, and when?" Dr. Rimbault had no idea of the bodily fat which is said to support life under long periods of fasting, and the lust was, therefore, an important question with him. "When would the monument-room be next visited?" That was indeed a remote contingency; so that, like Geneva in the chest which had closed over her with a spring lock, nothing but his skeleton might then be found. From these uncomfortable reflections Dr. Rimbault was released late at night. He had drawn together some parchments to recline upon, but not to sleep, when at last a key was heard in the door. The good dean had gone home to dinner, and had taken his siesta, after which he commenced ruminating on the events of the day, and at last thought of his prisoner. He returned to the Bay at some inconvenience, and set him free with many apologies. Dr. Rimbault's ardour to be shut up in a monument-room had then quite cooled. —*Athenaeum*.

THE CYMBA AND THE VIGILANT.

(*Mitchell's Maritime Register*)

A recent Inquiry at Westminster, in which he was assisted by two Nautical Assessors, reveals a danger which the Rules of the Road are seemingly unable to avert. It was the case of the *Cymba* (s) colliding with the cutter yacht *Vigilant* in the Thames during broad daylight and in fine weather. The evidence was not altogether reliable, for, as usual, several important assertions were made which evidently contradict each other. On which side the truth rests it is not for us to determine, and, therefore, we shall treat the casualty as one of misadventure, or, perhaps, inevitable accident. The *Vigilant* was on the port tack, and her Master says she was heading W.N.W., with the wind at W.S.W. The *Cymba* appeared to be coming stem-on to the yacht, and on the latter's helm being put down the tiller broke, and she came up to the wind. As the steamer was under a port helm, and appeared to be crossing the bows of the *Vigilant*, lifting up in the wind would have stopped the progress of the yacht, and given the *Cymba* a better chance of going clear. When the tiller broke, the sails stood full, but directly the fore sail was hauled down she altered her course. But it is of not much consequence to Germany with whom her northern neighbour is embroiled, or for what reason. Enough if a Power is weakened with whom sooner or later she will have to settle accounts. And if in any such war Russia seemed to succeed (which is not a German wish) there are always crushing means at hand to rectify that result, and of doing so with all the credit and advantage of "aving" the defeated party or parties. Here possible confessions from one side come into view, as well as an easy opportunity, on the other side, of "finishing off" a Power otherwise threatening to German tranquillity.

operation. The Court were of opinion that the collision was caused by the yacht not holding her course; by keeping her head-sails on her, and throwing the wind out of the mainsail, or by [no!] lowering her jib as well as her fore sail, so as to intimate to the steamer that she was about to bring up. Nautical men will not understand the meaning of this decision, and we fail to do so. We can understand that, when the Yachtmen saw the steamer approaching them, and they were in a crisp; led condition, all the sails ab abd had been lowered as an intimation that she was about to anchor. If the steamer, however, which discerned the yacht quite distinctly at three miles off, and thus deliberately approached her, could not clear her when she was, as alleged, forging through the water at the rate of only one knot per hour, and disabled, the probability is that the *Cymba* would have struck her, had the yacht lowered her jib and hauled down her jib. The Board of Trade must have considered the Master of the *Cymba* blameable, for the counsel who appeared for that Department was instructed to prefer a charge against the Master of the ship in the following terms:—"That the loss of and serious damage to the *Vigilant*, and the loss of divers lives of her crew, have been caused by his wrongful act and default—namely, by the non-observance of the *Cymba*, while he was in charge of the deck of the *Cymba*, of the regulations made by and in pursuance of the Merchant Shipping Amendment Act, 1862, and, in particular, of his non-observance of Articles 16, 16, and 20 of the Regulations for preventing collisions at sea." Under Article 16 a steamer has to give way to a sailing vessel. Article 16 prescribes that every steamer, when approaching another vessel so as to involve risk of collision, shall slacken her speed, stop, and reverse; and Article 20 states that nothing in the Rules shall exonerate any ship, or the Owner or Crew thereof, from the consequences of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of Seamen, or by the special circumstances of the case. We might criticize the incidents of this disaster more minutely, and express a strong opinion on some of its points, but we shall pass them over for the present. The Jury at the Coroner's Inquest had all the facts before them, and arrived at a verdict of "accidental death." They acquitted the Master of the *Cymba* of all blame, but did not, like the Wreck Commissioner, condemn the Master of the *Vigilant*, although they had before them the judgment of the Court to help them in their conclusions. Divested of all allusions to the Steering Rules, we may look upon the collision as having been incurred through the accident to the yacht at a critical moment, when the steamer was perilously near at hand. The Master of the *Cymba* did not know that the *Vigilant* had lost her steering power and was temporarily unmanageable, and, therefore, he could not account for her apparently attempting to disregard Art. 18 in not holding her course. On the other hand, it is possible the Master of the *Vigilant* might have warned the Captain of the *Cymba* by a gun or by lowering all the sails, of the crippled condition of his yacht, though it is doubtful whether any act whatever would have averted the contact. The engine of the *Cymba*, it is said, were stopped some one hundred yards before the collision took place. The *Cymba* is 224 feet 3-10 inch in length for tonnage, and more than that over-all. No steamer, when going eight knots and with sails set, can be stopped in about twice her own length. We think, therefore, that the calamity was inevitable, if, as asserted, the steamer could have gone well clear of the yacht had not the latter infied. It was attempted to be demonstrated that no allowance was made by the Master of the *Cymba* for the action of the propeller. This is all a waste of argument, for the ship could not have gathered steam-way in one hundred yards from the first stopping. We have often cautioned Masters and Pilots, that a steamer's stern, in backing, is turned to port or starboard according to the pitch of the screw. With the helm amidships one vessel will go to port, and another to starboard. The cause is explained by the screw being left or right-handed. Then, again, there is a difference exerted by a two-bladed, a three-bladed, or a four-bladed screw. The action of the rudder is frequently diverted by the water acting on the blade of a screw on the opposite side, or its turning power is neutralized. This theory, however, is wrongfully adduced in the case of the *Cymba*, if it is attempted to fix the fault on her. Those who desire to establish blame on the part of the steamer will have to look for a more tangible reason than that of the screw paralyzing the rudder.

TOO POOR TO FIGHT?

There is a dangerous belief gaining ground in England that Russia can only ruin herself by war, and that consequently Britain should not show too much anxiety to bring about a peace. The well-known poverty of this belief is, of course, one of the main grounds of this. This is good ground for believing that Russia is reasonably unwilling to make war, but not good ground for rushing to the conclusion that she must immediately fall to pieces because her funds are low. A despotic power like Russia, especially when her people are enthusiastic in favour of war, will not soon come to half for want of money. And if she becomes desperate, her best pecuniary hope may come to be the prizes of a successful war—a desperate hope perhaps, but one that might impel her to do desperate deeds. Another ground for anticipating disaster to Russia is the temper of Germany. The *Full Mail Gazette* puts this forcibly in a recent article.

"That Russia should be embroiled in a war is desirable for Germany; indeed, nothing can be clearer than the fact that if the latter Power had really wished for peace, a word would have passed between her own diplomats and certain others long ago, which would have started Russia back upon the war path on which she has now been led so far. But it is of not much consequence to Germany with whom her northern neighbour is embroiled, or for what reason. Enough if a Power is weakened with whom sooner or later she will have to settle accounts. And if in any such war Russia seemed to succeed (which is not a German wish) there are always crushing means at hand to rectify that result, and of doing so with all the credit and advantage of "aving" the defeated party or parties. Here possible confessions from one side come into view, as well as an easy opportunity, on the other side, of "finishing off" a Power otherwise threatening to German tranquillity."

But, on the other hand, Germany is well aware that as soon as she takes active steps against Russia, she will have to reckon with the French nation on the other side.—*Friend of India*.

A MONSTER BALLOON.

Visitors to the Exhibition of 1867 may remember on the Champ de Mars a captive balloon of large size. This was the first captive balloon, that had been manoeuvred by means of a steam-engine, the balloon itself having been 176,660 cubic feet in capacity, and capable of rising upwards of 800 feet above the ground. This was at the time considered a great aeronautic triumph, and was due to M. Henry Giffard, the inventor of the well-known "injector," from which invention, for many years past, he has been in the enjoyment of a handsome fortune. The organizers of the Philadelphia Exhibition asked M. Giffard, we believe, to construct a similar balloon for the great Centenary display, but the wealthy Frenchman would not listen to the proposal, as he wished to reserve an aeronautic surprise for the visitors to the next International Exhibition of Paris. M. Giffard has devised the construction of a balloon for 1878, which will far surpass any effort hitherto made in this direction, and which will, no doubt, be one of the most popular attractions at the forthcoming Exhibition. The plans were submitted to the Commissioners of the Exhibition by M. G. Tissandier, who has just published some of the details of construction. This new balloon will be formed of a resisting material, solid, absolutely impermeable to hydrogen gas, manufactured of alternate sheets of linen and cork, protected externally by several layers of varnish, and coated with white paint to diminish the effects of the sun's rays. This balloon will have a capacity of nearly 710,000 cubic feet, and will form an immense sphere, the greatest ever constructed, the diameter of which will not be less than 112 feet. By means of a system of valves it will be managed with the greatest ease. When moored to the ground, the balloon will form a monumental dome 166 feet high, exceeding by 16 feet the height of the Arc de Triomphe. The balloon itself will weigh 8800 lbs, and is to join the pieces together of which it is composed will take nearly four miles of sewing, with 22 miles of thread. The balloon will form a gallery 50 feet in circumference. A circular space in the centre of 10 feet in diameter will be reserved; in the centre of this space the cable, a powerful rope of 10 inches in circumference, will be joined to the upper cable by means of an apparatus which will constantly indicate the ascending power of the balloon. This aerial machine will be held to the earth by eight cables, attached to iron rings fixed securely in masonry, and will be suspended above a vast conical basin. The air will be reached by two movable gangways, and from 40 to 50 persons will be taken on board at each ascent. The cable will descend to the bottom of the conical basin, and by means of a secure system of wheels will be carried along a tunnel to be worked by an engine of 200-horse power. This cable will be 1790 feet in length. The captive balloon will be placed in the centre of a circular enclosure 832 feet in diameter. It will tower above the beautiful gardens, and will form the most elevated dome in the Champ de Mars. The greatest precautions will be taken to have every part of the great machine strong enough to resist all possible contingencies; the cable that fixes the balloon to earth will be so strong that a hurricane could not snap it. An elaborate but easily-worked apparatus will fill it with hydrogen gas. With this balloon, then, it will be possible to raise more than 200,000 visitors 1660 feet above the earth during the continuance of the Exhibition. They may contemplate from that height, surpassing that of the Arc de Triomphe, the fine tableau of the city of Paris and its surroundings; and they will be able to see that the scenes described by aeronauts are not exaggerated pictures. The steam captive balloon will be located in the centre of the Exhibition great park, between the Palace and the Jena bridge. M. Giffard proposes to construct this enormous machine entirely at his own expense; it will cost several hundred thousand francs—an insignificant sum, however, compared to the fortune of the inventor of the "injector."—*Times*.

NELSON'S MOTTO.

One of the most precious legacies that Nelson left his country is, perhaps, the famous watch-word, "England expects every man to do his duty." Sir Harris Nicolas, in his Correspondence and Letters of Nelson, deemed it worth while to ascertain as precisely as he could the circumstances under which those words were uttered. There are three accounts of the matter—one of Mr. James, in his Naval History; one by Captain Blackwood, who commanded the *Euryalus* at the battle of Trafalgar; and one by Captain Pasco, who had been Nelson's flag-lieutenant in the *Victory*. Sir Harris Nicholas accepts Pasco's version, because that officer had the means to signal the words by means of flags. His account runs thus: "His lordship came to me on the poop, and, after ordering certain signals to be made, about a quarter to noon, he said, 'Mr. Pasco, I wish to say to the fleet, "England expects that every man will do his duty,"' and he added, 'You must be quick, for I have one more to make, which is for close action.' I replied, 'If your lordship will permit me to substitute "expects" for "will," the signal will soon be completed, because the word "expects" is in the vocabulary, whereas the word "will" must be spelled.' His lordship replied in haste, and with seeming satisfaction, 'That will do, Pasco; make it directly!' When it had been answered by a few slips in the van, he ordered me to make the signal for close action." Capt. Blackwood says that the correction suggested by Capt. Pasco is accepted as being the more probable.

THE "BIG TREES" OF CALIFORNIA.

A Californian botanist has sent to the *Rural Press* an account of the results of a careful measurement of the famous "big trees," and a laborious count of the rings in various stumps. The "Father of the Forest" has been said to have sprung from the earth soon after the Deluge, but the rings in his shattered trunk show that his full age at least is probably 1800 years. His alleged 40 feet diameter proves to be only 18 feet, measured at 6 feet from the roots. This correspondent adds:—"Our oft-repeated story is true, however, that a passage through a part of his body large enough to admit a horseman. This passage, burnt out of his heart, commenced at a

point 66 feet from the roots, and extends 120 feet, coming out where was once a knot-hole, now enlarged by relic-seekers to a wide doorway. I saw several ladies ride horses through this wooden tunnel, and one day while passing, riding one of my horses and leading the other, packed with bulky specimens, I turned into the cavity and rode safely through. The ceiling overhead is 4 feet to 6 feet thick, so the grand promenade for visitors above is perfectly safe."

He mentions another monster tree, whose stamp he measured with his tape-line, "held at the other end by a Puritan master builder from Boston," and the longest diameter, including bark, at 5 feet from the base, was found to exceed 27 feet. He says also:—"The South Park Grove contains about 500 trees, some of them of the largest class. One, the home of 'Trapper Smith,' is a vast swollen trunk at base, 30 feet in circuit and 30 feet in diameter. The 'Liver Stable,' which has received 22 horses at a time into its hollowed base, is 24 feet in circuit. A fallen tree 15 feet in diameter, 20 feet from the roots. A cavity is burnt in it sufficient to comfortably shelter 25 or 30 horses, or to afford the passage of a Concord coach and its four-horse team for over 200 feet. These dimensions do not materially differ from some published statements, but counts and estimates of the rings reveal only 1200 to 1500 in number. Other groves visited afforded corroborative evidence that, though the dimensions, being easily determined, are often given accurately, the age has been generally grossly exaggerated."

THE WAY 'TWAS DONE.

A little scene occurred the other day in our local police court, between one of our able solicitors and a gentleman in blue, and the misunderstanding arose out of the witness not comprehending the meaning of certain terms. The following dialogue between a lawyer and a plain witness is a good hit for the too prevalent fashion of using big crooked words:—"Did the defendant knock the plaintiff down with a malice prepense?" "No, sir; he knocked him down with a lump of iron." "You misunderstand me, my friend; I wish to know whether he attacked him with any intent?" "Oh, no, sir; it was outside of the tent." "No, sir; I wish to know if it was a preconceived affair?" "No, sir; it was not a free concert affair, it was at a circus." (He, the lawyer) gave it up at this, the obtuseness of the witness proving too much for his nerves.—*Western Independent*.

HOW RITUALISM PAYS.

At any rate the supporters of London churches "rather advanced" pay well for the satisfaction of ecclesiastic vestments and altar candles. This is sufficiently evidenced by the amount of the offerings at the various places of worship in question. It appears that at St. Augustine's, Kilburn, there are no less than seventeen offertories per week, and the average sum which is derived from this source annually is said to be £7500. At St. Matthew's, near Earl's Court Station, although only a single offertory, the amount realised reaches £2200 a year; Mr. Liddell obtains from the congregation at St. Paul's, Knightsbridge, some £3000 per annum; whilst at St. Andrew's, Wall-street, the yearly estimate is £3287 12s. d. Mr. Mackenzie's Church being situated in a poor district, the St. Albans offertory is nothing remarkable; but that at St. Mary's, Paddington, can boast of an annual average of £5000. At most of these churches it seems, the offertories are reserved for the purchase of flowers, candles, and new vestments, on which enormous sums are expended. But the lovers of ritual are not the only supporters of the offertory system, as the accounts of Trinity Church, Paddington, set down £3000 as the receipts from the same source.

Miscellaneous.

A DRUNKEN California miner has kicked a can of nitro-glycerine again, and his relations would feel a great deal better if they could find something more of him than one boot-strap. It seems ridiculous to have funeral over only one boot-strap.

HE was not a scientist, but he was modest; and when a young man asked him at the tea-table what was meant by an ornithorhynchus, he frowned, and reminded him that there are some things which should not be mentioned before ladies.

An old coloured preacher in Columbus was lecturing a youth of his told about the sin of pride, when the latter protested that the Bible plainly said, "There is a time to dance." "Yes, day am a time to dance," said the dark divine, "and it's when a boy gets a whippin' for givin' to a ball."—*Savannah News*.

It was our good fortune to be introduced to a Chinese lady of rank, who possessed the usual badge of nobility, a small foot. When I said we wanted to see her foot, she evidently understood, for she laughed, and put out her tiny, pointed slippers. I got on my knee, and took her foot in my lap and examined it closely, and measured it. The foot and leg were tightly bound in white satin, fastened neatly around the limb. There were bands of gold around her ankles; her ankle measured ten inches in circumference at its smallest place; her foot was two inches and three-quarters long, two inches broad in the middle, and one inch at the toes; over the white satin band or stocking she wore blue satin slippers, embroidered in silver. The slippers came almost to a point at the toe. As a natural consequence she could not walk, but limped painfully along by the aid of a cane. The "big-baby foot" so elaborately decorated with blue and silver, hanging to the big-ankle, which was, of course, disproportionately large, looked anything but handsome. According to my standard of aristocratically moulded limbs and feet, her legs looked like sticks of wood whittled to a foot. But she was evidently very vain of her deformity, and accepted our surprise as a compliment to herself.

A letter from Odessa in the *Evening Post* says the fortifications of the harbour there are now complete. Four huge batteries, and torpedoes are ready to be laid down so as to make the harbour entirely inaccessible. The garrison has been augmented to the strength of a full division. At Nikolaev and Ochakov

the fortifications are being rapidly constructed. Most of the troops which are now being despatched by rail from Moscow via Kieff and Bala to Odessa have been ordered to proceed to the front. The Russian proposals are moderate. The *Shanghai Courier* says the Russian government has made contracts for the supply of corn and horned cattle. Though the idea of war is not very

popular among the commercial population of Odessa, the principal inhabitants are making great demonstrations of patriotism. One of the wealthiest of them, M. Padopole, has placed a magnificent palace at the disposal of the authorities to be used as a hospital for the wounded, and other merchants have established kitchens at the railway station, where all the troops coming from the north are to be provided with food gratuitously. The furriers of the town, too, have offered large quantities of winter gloves for the soldiers.

"In for a penny, in for a pound" would be the most natural maxim for her then to adopt, and her desire to effect the deliverance of certain provinces from the oppression of the Turk would be changed into an open endeavour to extend her own power to Constantinople. It is certain that England is not the only power which would resist such an attempt. Austria, which is at present honestly anxious for peace, would be compelled to oppose Russia, with whose interests hers are far from being identical. Germany would not long be quiet if Russia sought to aggrandize her power in the south, but would take measures to preserve the balance in her own favour. But the Russian bear would not be left to be baited by all these powers without assistance. France is at present sincerely pacific, but the popular feeling would certainly drive the Government to rescue its lost provinces whenever Germany entered the fray, and the latter power would have to contend against Russia on the east and France on the west. Austria would fare very much in the same way, for Italy could not resist the tempting opportunity of seizing the coveted Tyrol. The prospect is appalling enough to make the most ambitious of the powers shrink back. It rests with England to avert it. The Russian demands are not at present preposterous, and England must accede to the spirit of them. The trans-Balkan provinces of Turkey must be secured from future Turkish oppression by guarantees sufficient to ensure tranquillity and impartial administration, and it is impossible to obtain such securities without placing strong restrictions on the administrative power of Turkey. If England stands out for "administrative integrity" war will be inevitable, and England will bear the chief responsibility. But there is every reason for confidence that the Marquis of Salisbury will be magnanimous enough to meet Russia in a generous spirit and not hurry Europe into a disastrous war by any foolish tenderness for the Turkish prestige. Lord Beaconsfield's ambition is the one thing to be dreaded, but it ought to be sufficiently gratified by the undoubted fact that England is at present the arbiter of peace or war for Europe.—*Friend of India*.

His Majesty's ship *Tenedos* is hom

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO, PONDICHERRY, MADRAS AND CALCUTTA.

ON THURSDAY, the 11th January 1877, at Noon, the Company's S. S. SINDH, Commandant RAPALE with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon; Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 10th January, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

H. DU POUHEY,
Agent.

Hongkong, January 6, 1877. jail

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO, will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th January, 1877, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsu Blahi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY, Agent.
Hongkong, December 15, 1876. jail



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;
Also, Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GEELONG, Captain FRASER, will leave this on THURSDAY, the 18th January, at Noon.

For further particulars, apply to A. McIVER, Superintendent.

Hongkong, January 6, 1877. jail

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "GAELIC," will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st February, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 31st instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 10 per cent on regular rates.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY, Agent.
Hongkong, January 2, 1877. jail

WASHING BOOKS.
(In English and Chinese)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

Washer Mail Co.

Insurances.

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1876, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

Hongkong, September 27, 1876.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1876.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS POUND.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Matchboxes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to ARNHOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1876.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of

His Majesty King George The First, D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1876.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on a discount risk at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, July 31, 1876.

CHINESE INSURANCE COMPANY (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1876.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1876.

WASHING BOOKS.

(In English and Chinese)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.

Washer Mail Co.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL \$2,000,000.

THE Undersigned Agents at Hongkong

for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1876, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

Hongkong, September 27, 1876.

GILMAN & Co., Agents.

Hongkong, July 6, 1876.

FOR SALE.

JUST RECEIVED,

A consignment of the Celebrated Toilet Requisites

"AMYCOS."

IT is an Excellent COSMETIC.

As a HAIR RESTORER it is unrivalled.

As a MOUTH WASH it is very agreeable,

making the breath fragrant, and Preserving and Whitening the TEETH.

It Removes PIMPLES or Eruptions of the skin.

And is a Powerful Disinfectant.

Sole Agent,

W. BALL,

China Dispensary, Hongkong.

Hongkong, December 12, 1876. jail

FOR SALE.

CUTLER, PALMER & Co.'s

Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST

in English and Chinese, containing the Names of all the most

important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50

per dozen.

At the "China Mail" Office.

CHINA MAIL OFFICE,

17th February, 1874.

Intimations.

AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF

COAL, WATER, BALLAST, FRESH

PROVISIONS & OILMAN'S

STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

P. F. DA SILVA,

GENERAL COMMISSION AGENT

TAKAO and TAIWANTOO. (fe22)

EXPOSITION UNIVERSELLE

DE 1878.

THE CONSUL for FRANCE has the